

## COAST GUARD

## BULLETIN



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### MARINE INSPECTION NOW PERMANENTLY A PART OF COAST GUARD

Functions of the former Bureau of Marine Inspection and Navigation of the Department of Commerce which were delegated to the Coast Guard for the period of the war have now been permanently transferred under the President's reorganization plan number 3. This permanent transfer became effective on July 16, upon the expiration of 60 days from the submission of the plan to Congress. The President's plan became operative on the failure of concurrent resolutions of the Senate and House of Representatives disapproving the plan, to pass both bodies.

#### REORGANIZATION PLAN NO. 3 OF 1946

Prepared by the President and transmitted to the Senate and the House of Representatives in Congress assembled, May 16, 1946, pursuant to the provisions of the Reorganization Act of 1945, approved December 20, 1945.<sup>1</sup>

#### PART I. DEPARTMENT OF THE TREASURY

SECTION 101.—Functions transferred to the United States Coast Guard. (a) There are hereby transferred to the Commandant of the Coast Guard those functions of the bureau, offices, and boards specified in the first sentence of section 104 of this plan, and of the Secretary of Commerce, which pertain to approval of plans for the construction, repair, and alteration of vessels; approval of materials, equipment, and ap-

pliances; classification of vessels; inspection of vessels, and their equipment and appliances; issuance of certificates of inspection and of permits indicating the approval of vessels for operations which may be hazardous to life or property; administration of load line requirements; enforcement of other provisions for the safety of life and property on vessels; licensing and certificating of officers, pilots and seamen; suspension and revocation of licenses and certificates; investigation of marine casualties; enforcement of manning requirements, citizenship requirements, and requirements for the mustering and drilling of crews; control of logbooks; shipment, discharge, protection, and welfare of merchant seamen; enforcement of duties of shipowners and officers after accidents; promulgation and enforcement of rules for lights, signals, speed, steering, sailing, passing, anchorage, movement, and towlines of vessels and lights and signals on bridges; numbering of undocumented vessels; prescription and enforcement of regulations for outfitting and operation of motorboats; licensing of motorboat operators; regulation of regattas and marine parades; all other functions of such bureau, offices, and boards which are not specified in section 102 of this plan; and all other functions of the Secretary of Commerce pertaining to those functions of the agencies abolished under section 104 of this plan which are not specified in section 102 of this plan, including the remission and mitigation of fines, penalties and forfeitures incurred under the laws governing these functions and those incurred under the act of December 17, 1941 (55 Stat. 808), as amended.

(b) The functions relating to the award of numbers to undocumented vessels vested by law in the Collectors of

<sup>1</sup> Effective July 16, 1946, under the provisions of section 6 of the act; published pursuant to section 11 of the act (Pub. Law 263, 79th Cong.).

C. G. Distribution: A, B, C, D, E, and List 102.

<sup>2</sup> Published with the approval of the Director of the Budget.

Customs are hereby transferred to the Commandant of the Coast Guard.

**SECTION 102**—Specifies the functions transferred to the Bureau of Customs.

**SECTION 103**—Powers of the Secretary of the Treasury. The functions transferred by sections 101 and 102 of this plan may be performed through such officers and employees of the United States Coast Guard and the Bureau of Customs, respectively, as may be designated by the Commandant of the Coast Guard and the Commissioner of Customs, respectively, and shall be performed subject to the direction and control of the Secretary of the Treasury except as otherwise required by law with respect to the United States Coast Guard whenever it operates as a part of the Navy.

**SECTION 104**—Abolition of agencies. The Bureau of Marine Inspection and Navigation, the office of the director thereof, the offices of supervising inspectors, principal traveling inspectors, local inspectors, assistant inspectors, shipping commissioners, deputy shipping commissioners, and the Board of Supervising Inspectors, the Boards of Local Inspectors, the Marine Casualty Investigation Board, and the Marine Boards are hereby abolished. The Secretary of the Treasury shall provide for winding up those affairs of the said abolished agencies which are not otherwise disposed of herein.

#### **COMMODORE ELLIS REED-HILL PROMOTED TO REAR ADMIRAL AS ENGINEER IN CHIEF**

The Senate on June 28 confirmed the appointment of Commodore Ellis Reed-Hill as Coast Guard Engineer in Chief with the rank of rear admiral, succeeding Rear Admiral Harvey F. Johnson on August 1, 1946, when Admiral Johnson retired. Commodore Reed-Hill was deputy assistant engineer in chief, and recently was the chief of the public information division.

Commodore Ellis Reed-Hill was born in Belleville, Mich., on 8 August 1889. He received his early education in Detroit, Mich., public schools and later attended Ferris Institute at Big Rapids and Detroit Central High School. He was graduated from the latter in 1908.

For the next 3 years he attended the University of Michigan, where he majored in marine engineering. In May 1911, he was appointed a cadet in the United States Coast Guard and received a commission as an ensign in engineering in January of the following year.

His first assignment as an officer was engineering duty on the *Apache*, from

which he was transferred to the *McCulloch* in March 1912. A year later he was attached to the *Bear* and in April 1915, to the *Morrill*. He left the *Morrill* in December 1916, for line duty on the *Seneca* and then was transferred to the *Seminole* for line and engineering duty in May of 1917. From February to November 1918, he occupied a specialized post in the Bureau of Steam Engineering, Navy Department.

In October 1920, he was attached to the office of the inspector for hulls at Oakland, Calif., in connection with outfitting various Coast Guard cutters. He was assigned to duty on the *Mojave* in January of the following year and to the *Tuscarora* from March to October of 1923. He then returned to the *Mojave*, where he remained until November 1924.

From December 1924, to March 1928, he was assigned to duty at Section Base 11, San Francisco, Calif., and served as commanding officer of that base for 2 years. In December 1925, he was designated assistant inspector (engineering) and a member of the board of inspectors for the Pacific coast, in addition to his regular duties.

His next assignment was that of engineering officer on the *Wilkes* and was followed on August 1929 by a short period of duty on the *Tampa*. For 3 years, beginning in September of 1929, he served as an instructor at the Coast Guard Academy and then returned to sea duty on the *Champlain*. Leaving this vessel in February 1934, he became Coast Guard representative at the Navy Yard, Charleston, S. C. In March 1934, he was made commanding officer of Base 3 at Charleston and 3 months later was appointed Captain of the Port of Charleston.

Leaving Charleston in October 1935, he was assigned to Coast Guard Headquarters, Washington, D. C., as a member of the Permanent Board. In the spring of 1940 he participated in the Good Will Tour to Mexico and Central America aboard the *Itasca*. He was detached from the board in August of that year to serve as chief of the public information division, in which capacity he served throughout the war.

#### **REAR ADMIRAL H. F. JOHNSON ENGINEER IN CHIEF IS RETIRED**

Rear Admiral Harvey F. Johnson, since 1936 Engineer in Chief of the United States Coast Guard, was retired effective August 1, having reached the statutory retirement age.

He was appointed engineer in chief on May 14, 1936, with the rank of cap-

tain. He was promoted to the rank of rear admiral on May 24, 1939, and reappointed Engineer in Chief for an additional period of 4 years. In 1942, an additional promotion established him in the rank of rear admiral in his own right, irrespective of what position he might hold in the Service. As a result of this promotion, he became rear admiral of the upper half whereas the position he held provided only for the rank of rear admiral, lower half. In 1943, he was again reappointed.

Rear Admiral Johnson was born in Wheatley, Ark., on August 27, 1882. He received his early education in New Orleans, La., public schools. After attending Louisiana State and Tulane Universities, he enrolled at Cornell University and was graduated with the degree of Mechanical Engineer in 1906.

For 3 years he served as engineer in charge of main engines and boilers in the merchant marine of England, and then was employed for 1 year as a draftsman by the Newport News Shipbuilding and Dry Dock Co., Newport News, Va. Appointed an engineering cadet in the United States Coast Guard July 5, 1907, he received a commission as an ensign on February 13, 1908.

His first assignment as an officer was on the cutter *McCulloch*, at Sausalito, Calif. Transferred to the cutter *Bear* in April 1909, at Mare Island, Calif., he served aboard this ship until April 1911, when he was attached to the *Apache* at Baltimore, Md. With the exception of a period of temporary duty on the *Windom* from July to October 1912, he remained on the *Apache* for 3 years.

In June 1914, he joined the *Gresham* at Boston, Mass., and served on this cutter until March 1916, when he was placed in command of the *Tybee* at Savannah, Ga. One year later he was transferred to Coast Guard Headquarters, Washington, D. C., where he was assigned to duty in the office of the Engineer in Chief. Following a short period of duty in connection with outfitting the U. S. S. *Rambler* at the Navy Yard, N. Y., he was assigned to duty as engineer officer on this ship in October 1917. When the *Rambler* sailed for the war zone the next month, he served as fleet engineer of 42 vessels accompanying the convoy.

From August 1918 to March 1919, he was engineer officer on the *Aphrodite*, on duty in European waters and then served in the same capacity until September 1919 on the U. S. S. *Cleveland*. This ship, later named the *Mobile*, was a German vessel temporarily transferred to the United States under terms of the

armistice for the purpose of bringing troops home from France.

Relieved from duty with the United States Navy in September 1919, he reported to Coast Guard Headquarters and was assigned to duty in the office of the Engineer in Chief, where he served for the next 3 years. Attached to the cutter *Pequot*, at New York, as engineer officer in September 1922, he returned to headquarters in November of the following year for further duty in the office of the Engineer in Chief. From April to July 1924, he was assigned to the Navy Yard, Philadelphia, Pa., for duty in connection with reconditioning the destroyer *Jouett* and then served on this ship as engineer officer until March 1926.

His next assignment took him to the Navy Yard, Philadelphia, Pa., for duty in connection with reconditioning destroyers for transfer to the Coast Guard. From June to October 1926, he served on the destroyer *Tucker* as engineer officer and then was attached to the Navy Yard, Boston, Mass., for further duty concerning repair and overhaul work on various destroyers.

In March 1928, he returned to Coast Guard Headquarters for duty in the office of the Engineer in Chief. During this assignment he served temporarily as engineer officer on the cutter *Sebago* during October and November of 1930. Detached from Headquarters in February 1932, he served for the next 4 months as inspector of machinery at a Trenton, N. J., plant in connection with machinery for a new cutter. Following this assignment he served as chief inspector of machinery at a Bay City, Mich., plant in connection with constructing the cutter.

Returning to Coast Guard Headquarters in December 1932, he was once again placed on duty in the office of the Engineer in Chief. In October 1935, he became acting Engineer in Chief and later was appointed Engineer in Chief, with rank as such from December 1935.

Rear Admiral Johnson was awarded the Legion of Merit "for exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Engineer in Chief of the United States Coast Guard during the entire period of World War II."

#### INTERNATIONAL RADIO CONFERENCE OF VALUE TO AIDS TO NAVIGATION GROUP

Commodore E. M. Webster, chairman of the United States delegation to the International Meeting on Radio Aids

to Marine Navigation, recently held in London, has returned to Headquarters and has submitted his report to the Secretary of State. In addition to Commodore Webster, Capt. C. H. Peterson, Capt. L. M. Harding, Commander G. L. Ottinger, and Lt. Comdr. A. L. Budlong constituted the membership of the Coast Guard contingent of the delegation. Other United States Government agencies represented were State, Navy, War, Maritime Commission, Civil Aeronautics Administration, Federal Communications Commission, and Coast and Geodetic Survey. There was also included a representative of the National Federation of American Shipping and the Lakes Carriers Association.

The purpose of the meeting was to exchange views on navigational radio aids developments, witness demonstrations, take such steps as would lead eventually to the standardization of navigational radio aids throughout the world and to seek information on similar work in other countries.

In addition to observing the practical demonstrations provided by the United Kingdom government of navigational electronic apparatus and systems, the results of the meeting included agreement on the following matters:

Position of loran as only current long range navigational aid recognized.

Medium frequency shore radio-bacons enthusiastically endorsed.

General endorsement of shipborne direction finders.

Shore based direction finders should be maintained for distress and special usage.

Some interest shown in television pilotage device.

Conference recognized necessity for coordination between marine and airways users of navigational aids and, in particular, from the long distance search and rescue aspects.

Recognition that frequency allocations decisions can be made only through the International Telecommunications Union.

More attention must be given to the navigational aids of small craft, 1600 tons and less.

Radar offers a means of reducing risk of collision; it has an application to coastal navigation and pilotage; and a universal performance specification is an essential prerequisite to the compulsory fitting of radar by ships.

### COAST GUARD MANNING OF NAVY VESSELS IS TERMINATED

With the scheduled decommissioning of the *Albireo* (AK-90) and the Navy frigate *El Paso* (PF-41), on 29 and 30 June respectively, and the Navy frigates *Orlando* (PF-99), and *Racine* (PF-100) on 24 June, the Coast Guard completed the duty of manning certain Navy vessels.

On VJ-day the Coast Guard was manning a total of 258 Navy ships, as follows:

Vessels	Officers	Enlisted
APA-----9	411	5, 112
AP-----22	858	10, 224
AKA-----5	210	1, 925
AK-----12	129	1, 463
AOG-----17	105	1, 026
PF-----65	689	11, 336
LST-----66	528	7, 656
LCI(L)-----24	72	600
DE-----29	333	5, 626
SC-----7	14	175
PC-----2	8	122
Total...258	3, 357	45, 265

### PEACETIME CADET PRACTICE CRUISES ARE REVIVED

Peacetime cruises for the cadets of the Coast Guard Academy at New London have been revived this year and groups of cadets are gaining sea experience on the Atlantic and the Great Lakes.

Cadets of the third class were divided into two groups for the purpose of the practice cruises. Group A, consisting of 54 cadets, sailed from the Academy at New London on the 255-foot cutter *Sebago*, for Hamilton, Bermuda; Antigua, British West Indies; San Juan, Puerto Rico, and Nassau, Bahamas. This cruise began on June 28 and ended on July 27.

Group B, consisting of 55 cadets, was sent by train to Buffalo, N. Y., where they went aboard the Coast Guard ice-breaking cutter *Mackinaw* on June 29. The cutter cruised the Great Lakes for the 30 days ending on July 28.

At the end of July, Group A embarked on a Great Lakes cruise, and Group B on a cruise to the West Indies, each group thus having the advantage of both the Atlantic and Lakes cruises.



During the first 2 weeks of September this class will engage in small arms target practice at the Wakefield Rifle Range, Wakefield, Mass.

### COAST GUARD AUXILIARY FLOTILLAS ACTIVE ON NEW PEACETIME BASIS

Monthly reports of the district directors of the Auxiliary indicate that all flotillas have now entered upon an active program of peacetime training and duties. This program has been greatly facilitated by the availability of small Coast Guard vessels which could be manned at least partly by Auxiliarists. The summer season has brought an increase of activity, including the patrol of regattas and similar events, the rendering of assistance at beaches and in yachting areas, and rendezvous of various Auxiliary flotillas.

In the Third Coast Guard District, Auxiliarists manned the *Atlantic* to patrol the offshore cruise to Bermuda, at the request of the superintendent of the Coast Guard Academy. Auxiliarists have also been assigned to tours of duty at certain lifeboat stations over weekends to supplement the regular crews.

In the Fourth Coast Guard District, the Auxiliary plans a conference to consider the matter of seeking aviators as members of the organization. To this end it is canvassing the views of the regular Coast Guard aviation officers in the district. The flotillas are also continuing their Delaware Bay and Delaware River patrols, in addition to supplementing regular station personnel at seacoast lifeboat stations.

Auxiliarists of the Fifth Coast Guard District have been quite active in providing men to man small vessels used for customs boarding duties.

In the Miami area the Auxiliary provided the crew for the Coast Guard patrol boat which accompanied the annual cruise of the Miami Rod and Reel Club from Miami to Bimini and return. Two round trips to Bimini were made, each with a different crew aboard.

In the St. Louis District, a flotilla at Omaha, Nebr., turned out on June 18 to assist in a flooded area a few miles northwest of the city. Much of the Auxiliary activity in this district is connected with flood relief plans.

### DIESEL-EQUIPPED LIFEBOAT RUNS WITH ENGINE ROOM FLOODED

The recent trials of the 36-foot 8-inch motor lifeboat, equipped with a Diesel

engine, were completed successfully. The lifeboat was capsized with the engine running and the engine continued to run in that capsized condition. The engine room was flooded and the engine, which had been waterproofed, ran successfully in a submerged condition. On the speed trials, the submerged operation resulted in a reduction of only 1 mile speed over the normal operating condition.

### 16 COAST GUARDSMEN RETURN- ING FROM GREENLAND KILLED IN PLANE CRASH

Coast Guard Headquarters has announced the list of Coast Guardsmen killed in the crash of a C-54 plane July 9, on Mount Tom 8 miles from Westover Field, Mass. These men were returning from assignments in Greenland.

D. F. Archilles, Seaman first class, 14 Southern Avenue, Dorchester, Mass.  
G. B. Benfield, Radioman third class, 3927 Worth Street, Dallas, Tex.

G. S. Davenport, Seaman first class, 4110 West Fairmount Avenue, Milwaukee, Wis.

G. E. Fleming, Electronics technician's mate third class, R. R. No. 4, Indiana, Pa.

E. R. Gillis, Radarman third class, 19 School Street, Beverly, Mass.

Wilfred U. Johnson, Lieutenant, 400 Mantua Avenue, Wenonah, N. J. Lieutenant Johnson was a regular Coast Guardsman, who graduated from the Coast Guard Academy in 1943.

Frank Meriam, Lieutenant, 55 North Highland Avenue, Melrose, Mass.

Arthur G. Miller, Seaman first class, 849 South State Street, Springfield, Ill.

Pasquale Coviello, USPHS, 13 Jefferson Avenue, Fords, N. J., was Senior Assistant Surgeon aboard the U. S. C. G. *Eastwind*.

G. E. Orford, Lieutenant (jg), 95 Stratford Avenue, Garden City, N. Y.

Russell S. Scott, Boatswain's mate second class, 26 East High St., Clayton, N. J.

A. J. Simons, Radioman third class, 235 Fifth Street, Providence, R. I.

A. L. Warms, Radioman third class, 922 Forty-second Street, Brooklyn, N. Y.

S. P. Warshaw, Seaman first class, 3031 Brighton Street, Brooklyn, N. Y.

Lee Winnard, Radioman second class, 4948 Raymond Street, Dearborn, Mich.

Hugh J. Worth, Chief Yeoman, 108 Norfolk Street, Dorchester, Mass.

### 1946 ATLANTIC COAST LIGHT LIST IS PUBLISHED

The 1946 edition of the "Light List Atlantic and Gulf Coasts of the United States" has just been issued and is now available to the public. This is a volume of 844 printed pages, describing all the aids to navigation maintained by or under the authority of the Coast Guard from the St. Croix River, Maine, to the Rio Grande, including the United States West Indian Islands. The sale price is \$1.25 per copy.

### ADDITIONAL DECORATIONS PRESENTED BY COMMANDANT

In a mass ceremony at Coast Guard Headquarters on July 9, Admiral Joseph F. Farley, Commandant, presented two Crosses of Knighthood in the Order of the Court of Italy, two Legion of Merit decorations, one Bronze Star, one Air Medal, one Army Commendation, two Navy Commendations, and one Coast Guard Commandant's Citation. Recipients were both reserve and regular Coast Guardsmen.

Rear Admiral Philip B. Eaton, Comynholm Estate, Cleveland Park Station, Washington, D. C., received the Navy Commendation ribbon for "rendering invaluable assistance to the Engineer in Chief in connection with all engineering functions of the Coast Guard, including aviation, civil, communications, naval and Merchant Marine technical engineering as well as all problems pertaining to the research and development phases and materiel procurement for this extensive war program."

Commodore Halert C. Shephard, 4000 Cathedral Avenue, NW., Washington, D. C., was awarded the Legion of Merit "for exceptionally meritorious conduct" as Chief of the Merchant Marine Inspection Division during the war. "Skillfully administering a greatly expanded and vitally important Merchant Marine Inspection Service, Commodore Shephard exercised strong influence toward the early adoption of specific safety measures for war-time shipping and for personnel engaged in that activity \* \* \*." "He contributed essentially to the development of an efficient wartime U. S. Merchant Marine \* \* \*."

Capt. Roy L. Raney, 428 Woodford Street, Portland, Maine, was awarded the Bronze Star for "meritorious achievement as Commanding Officer of the U. S. S. *Wakefield* (the former passenger liner *Manhattan*) in North Atlantic waters." He made 40 crossings, transporting approximately 200,000

troops. A gold star in lieu of Captain Raney's second Legion of Merit was awarded for "exceptionally meritorious conduct in the performance of outstanding services" as an Atlantic Fleet Escort Commander \* \* \*. "Conducting the escort operations with utmost skill and success."

Capt. Irving L. Gill, 3024 Tilden Street NW., Washington, D. C., received the Navy Commendation for work as Chief, Communications Engineering Division, during the war. He rendered invaluable service in purchasing and allocating materials used in shore communications facilities, radio communications equipment afloat and ashore, and radio search, underwater echo ranging and direction finder equipment. He was responsible for administering and coordinating the installation and maintenance of electronic facilities."

Capt. Harold C. Moore, 105 Glenwood Avenue, New London, Conn., received the Army Commendation Ribbon for "outstanding and meritorious service while on the staff of the Commanding General, Engineer Amphibian Command, Camp Edwards, Mass., as technical advisor and director of training of landing craft crews. \* \* \* he contributed materially to the success of the Engineer Amphibian Command in preparing units and individuals for the successful prosecution of a new and effective type of amphibious warfare."

Capt. Russell E. Wood of 1633 Mount Eagle Place, Parkfairfax, Alexandria, Va., received the Commandant's Citation for his excellent supervision of an off-shore patrol to combat the submarine menace during the war emergency. Captain Wood's "outstanding initiative and devotion to duty was in keeping with the traditions of the United States Coast Guard."

The Air Medal was awarded to Lt. Comdr. John D. McCubbin of Dallas, Tex. and Bridgeport, Conn., "for meritorious achievement \* \* \* operating from advanced bases in the North Atlantic and continuously faced with unfavorable weather conditions, he participated in extensive antisubmarine and convoy coverage flights in the face of ice, low visibility, blizzards, and high winds, affording safe passage and protection to valuable convoys traversing that area."

Recipients of the Cross of Knighthood in the Order of Italy were Commander W. H. Labrot, R. F. D. No. 2, Annapolis, Md.; and Lt. Commr. Claiborne Pell of Newport, R. I., and 370 Park Avenue, New York, N. Y. The awards were bestowed spontaneously in recognition of the meritorious conduct of these two officers during their stay in Italy."

### PRIORITIES IN REDEPLOYMENT OF COAST GUARD PERSONNEL ARE ANNOUNCED

To facilitate the major personnel adjustments made necessary by demobilization, Coast Guard headquarters has issued to the field a tabulation of the priorities assigned to the various service functions. The demobilization period required the decommissioning of many units and reduced operation of others, a condition which must now be corrected.

Restoration of the peacetime units of the service to full operation, in accordance with the new personnel allowances, is now being accomplished as rapidly as personnel become available. The remaining priority list, recently distributed, indicates the relative importance of the various units. Certain types of activities are given a high remaining priority, but this priority applies only to a specified percentage of the required personnel, this being done in order that low priority activities will not be entirely deprived of personnel.

Among the activities granted high priorities are: Ice patrol ships, light-houses and lightships, certain light-house tenders, Greenland and weather patrol ships, and merchant marine inspection activities.

### NEW MAYPORT STATION IS NOW USED FOR TRAINING OF ALL RECRUITS

Commissioned officially on June 7, 1946, the Coast Guard Training Station, Mayport, Fla., is now functioning fully as the Coast Guard's only recruit training station. With facilities for the training of approximately 3,000 men per year now in use, and additional capacity available on short notice, the Mayport station is the result of plans first considered during the war and designated for immediate attention by Admiral Farley in September, 1945, when he was the Chief, Office of Personnel. The Mayport station was commissioned specifically to replace the purely temporary Curtis Bay, Md., Training Station, and since the placing of the Alameda, Calif., station in an inactive status has become the Coast Guard's only recruit training station.

With the ultimate decommissioning of the Curtis Bay Station in view, because of the very temporary type of construction and anticipated mounting maintenance costs, a search for a new station was begun last year. At Mayport, the Naval Auxiliary Air Station was about

to be placed in a caretaker status by that service, and after careful examination was found to be adequate to Coast Guard needs and the cost of maintenance within the limits of available funds. This station consisted of 400 acres of land at the mouth of the St. Johns River, and only a few miles from Jacksonville. It had a normal capacity of 840 enlisted men and 45 officers. In addition to barracks and training buildings, there was an auditorium and chapel seating 480, and a dispensary with a capacity of 40 bed patients.

Much of the special equipment of the various buildings had been removed, but remained at the station crated for shipment. This equipment was acquired and plans made for its reinstallation. In addition, all portable equipment which would be useful was removed from the buildings of the Curtis Bay station and shipped to Mayport.

The acquisition of the Mayport property resulted in the creation of a group of activities known as the Mayport Group, which comprises the training station, air-sea rescue facilities, the facilities of an air station, and to which also are attached several lighthouses and other aids to navigation. The commanding officer of the group is Capt. W. J. Austermann, who is also commanding officer of the training station.

With equipment installed and the teaching staff transferred from Curtis Bay, the Mayport Training Station was commissioned officially on June 7, and by June 20 was ready to receive 300 recruits. On July 8 the first new recruits were ordered to Mayport, and the Curtis Bay station was decommissioned on June 28.

### PRELIMINARY EDITION OF ALASKA WAR HISTORY IS ISSUED

The "Alaska" section of "The Coast Guard at War" is the latest of the Coast Guard war histories to make its appearance. A preliminary edition, in photo-lithographed form for distribution within the Service, has just been issued, having been prepared in the historical section of the public information division at Headquarters. This monograph, generously illustrated, contains 101 pages. Its scope is well described by the following quotation from the foreword.

The United States Coast Guard played a vital if unspectacular role in the war program in Alaska. As the oldest Federal armed force, it had been one of the earliest Government agencies operating in Alaska. For three quar-

ters of a century Coast Guard vessels had continuously served in Alaskan waters, assisting alike the territorial, the National Government, and the several Federal departments represented there. During the early period of Alaskan history, it was practically the only governmental agency to reach hundreds of Alaskan natives isolated in the inaccessible regions of the far north or segregated among the unfrequented isles of the Bering Sea. Each year the Coast Guard's Bering Sea Patrol visited these remote hamlets to bring peace, succor, and safety to the people. To the natives the Coast Guard represented law, justice, and order. It was the friendly representative of the state in a country where a systematized body of administration was slow to develop. It had long been a chief agency of transportation and an avenue of communication through which supplies and news were brought from the outside world. It was natural, therefore, that the Army and Navy should rely upon the advice and guidance of the Coast Guard in the formation of defense plans for Alaska. Indeed it was probably the most informed Government agency on many matters of vital importance to the future security of our Northwest. It had long been familiar with Japanese activity in the Bering Sea, knew the coastal waters intimately, and was anxious to give the complete and invaluable cooperation expected of it. Rapid expansion of Coast Guard organization and facilities at Juneau, Ketchikan, and elsewhere were inevitable. Coast Guard officials were among those first to make a plea for the extension of transportation facilities, especially aviation, for the improvement of harbors and navigational aids in Alaskan waters, and, in general, for defense needs.

Coast Guard surface craft, planes, and personnel all played a legitimate part in the military operations preceding and during the course of the Aleutian campaign. In short, the story of Coast Guard development in Alaska is typical of that close coordination of military services in other war theaters. Its wartime activities there present a thread of unity by which the major trends of general development can be traced. In a broader sense, the complete history of the Coast Guard in Alaska is a panorama in miniature of the rise and development of the Service. In no other region has it so identified itself with the spirit of achievement and tradition. In its years of operation in Alaska, the Coast Guard has gained its highest record of distinguished service.

### RECENTLY ACQUIRED SHIPS ARE ASSIGNED COAST GUARD NAMES

The below-listed ships recently acquired by the Coast Guard have been assigned the following names:

Former Designation	New Coast Guard Designation
U. S. C. G. C. <i>Itasca</i> .	U. S. C. G. C. <i>Itasca</i> (WPG-321).
U. S. C. G. C. <i>Cayuga</i> .	U. S. C. G. C. <i>Mocoma</i> (WPG-163).
U. S. C. G. C. <i>Champlain</i> .	U. S. C. G. C. <i>Champlain</i> (WPG-319).
U. S. C. G. C. <i>Saranac</i> .	U. S. C. G. C. <i>Seabee</i> (WPG-164).
U. S. S. <i>Cherokee</i> (ATF-66).	U. S. C. G. C. <i>Cherokee</i> (WAT-165).
U. S. S. <i>Zuni</i> (ATF-95).	U. S. C. G. C. <i>Tamara</i> (WAT-166).
U. S. S. <i>Shackle</i> (ARS-9).	U. S. C. G. C. <i>Acushnet</i> (WAT-167).
U. S. S. <i>Seize</i> (ARS-26).	U. S. C. G. C. <i>Yocoma</i> (WAT-168).
FS-222-----	U. S. C. G. C. <i>Spruce</i> (WAK-246).
FS-396-----	U. S. C. G. C. <i>Nelle</i> (WAK-169).
FS-397-----	U. S. C. G. C. <i>Trilium</i> (WAK-170).

The first four vessels were Coast Guard cutters loaned to Great Britain.

### HEADQUARTERS TO PRESCRIBE NUMBER OF AUXILIARY RADIO STATIONS

To provide for the orderly development of Coast Guard Auxiliary radio networks, headquarters has recently sent to each district commander a statement of the number of such stations which it is proposed to permit. Upon receipt of comments from the field, there will be circulated throughout the service a final allowance list of such radio stations.

In the development of the Auxiliary it is intended that only such radio stations be authorized as would meet potential emergency needs. No effort is to be made to include the maximum possible number of such stations in the nets.

The geographic disposition of Auxiliary radio stations within each district will be left to the discretion of the



district commanders. During actual emergencies, the district commanders may utilize radio stations of Auxillary members, or any other radio stations, regardless of their inclusion or noninclusion in the authorized network.

### 150 SUCCESSFUL CANDIDATES ORDERED TO ACADEMY TO BEGIN THEIR STUDIES

Orders have been sent to 151 of the candidates who successfully passed the entrance examinations to report to the Coast Guard Academy to begin their 4-year course of instruction. These new entrants will arrive in New London in several groups, during July and August.

Approximately 800 candidates participated in the competitive examinations held throughout the country on May 8 and 9, over 400 of these making at least a passing mark. About 250 of these, embracing those having the highest marks, were ordered to report for physical examinations. The appointments just announced were made from the list of men successfully passing this physical examination. A few appointments were declined, the men also having competed for entrance into West Point or Annapolis.

The following men are those ordered to report to the Coast Guard Academy:

#### TENDERED APPOINTMENTS AS CADETS IN THE UNITED STATES COAST GUARD

Robert Kennedy Adams,  
St. Petersburg, Fla.  
Kenneth Oliver Alexander,  
Vulcan, Mich.  
Ronald Nils Andresen,  
Worcester, Mass.  
Walter Jullen Bahr,  
Omaha, Nebr.  
Victor Elihu Baker,  
Norfolk, Va.  
William Joseph Baldau, A. S. 255-  
691, USCG,  
Belmont, Mass.  
John Gilbert Beebe-Center, Jr.,  
Swampscott, Mass.  
Lysle Irving Benjamin,  
Detroit, Mich.  
Alfred August Binder,  
Maplewood, N. J.  
Raymond Francis Bogucki,  
Meriden, Conn.  
George Walter Bond, Jr.,  
Massillon, Ohio.  
Bronson Anthony Booth,  
Nutley, N. J.  
John D. Bragg,  
Framingham, Mass.  
Frederick Lee Brumbaugh,  
Kendallville, Ind.

Alva Lamont Carbonette,  
Picayune, Miss.  
Corwin James Carr,  
Carthage, Ind.  
Bernard Francis Cassidy,  
Brooklyn, N. Y.  
Thomas Akroyd Clingan, Jr.,  
Yeadon, Pa.  
John Franklin Cockburn,  
Douglas, Alaska.  
William Rumsey Coleman,  
Indianapolis, Ind.  
George Vincent Cosgrove, Jr.,  
Upper Darby, Pa.  
Richard Osborn Creedon,  
Philadelphia, Pa.  
Robert Michael Curley,  
Jamaica, N. Y.  
Harvey James Day,  
Souderton, Pa.  
Eugene Augustine Delaney,  
Staten Island, New York, N. Y.  
Isadore John DeVal, Jr.,  
Pitcairn, Pa.  
Cort Raynor DeVoe,  
Brooklyn, N. Y.  
Clifford Frederick DeWolf,  
East Haven, Conn.  
William George Dick,  
Davenport, Iowa.  
Donald Barker Dik,  
Townsend, Mass.  
Leopold Anthony Dombrowski,  
Chicago, Ill.  
John Michael Donohue, Jr.,  
Rochester, N. Y.  
Leo Vincent Donohue,  
Cleveland Heights, Ohio.  
George Errald Farnham,  
Washington, D. C.  
Harry Albert Feigleson, Jr.,  
Stevens Point, Wis.  
Merton Warner Ferguson,  
Niantic, Conn.  
James Joseph FlitzGerald,  
Medford, Mass.  
James Leroy Fleishell,  
Washington, D. C.  
Robert Edward Fletcher,  
San Francisco, Calif.  
Robert Joseph Fornadley,  
Pittsburgh, Pa.  
Ben Ellis Foster,  
San Bernardino, Calif.  
David Bentley Fountain,  
Waverly, N. Y.  
John Jacob Franzman, Jr.,  
Atherton, Calif.  
Robert James Friedhoff,  
Portland, Oreg.  
John Charles Fuechsel,  
Arlington, Va.  
Alfred Gerald Granleri,  
Providence, R. I.  
Herbert Irving Gross,  
Chelsea, Mass.  
Royal Edward Grover, Jr.,

- Norwich, Conn.  
 Jaime Cathcart Gruger,  
 Boise, Idaho.  
 Earl Edward Guisness,  
 Alameda, Calif.  
 William Louis Gustafson, Jr.,  
 Brooklyn, N. Y.  
 John Chester Guthrie, Jr.,  
 East Norwalk, Conn.  
 Robert Locke Haney,  
 Oakland, Calif.  
 Jack Haugsnes,  
 Evanston, Ill.  
 Richard Warren Hay,  
 Philadelphia, Pa.  
 Harry Joseph Hayes,  
 Little Neck, L. I., N. Y.  
 John Maguire Heckler,  
 Berlin, Conn.  
 Marshall Dexter Hendrain, AS, 760-  
 55-04, U. S. N.  
 Glen Ridge, N. J.  
 Clarence Chester Hobdy, Jr.,  
 San Francisco, Calif.  
 Horace Gilbert Holmgren,  
 Vallejo, Calif.  
 Walter Chamberlain Ilgenfritz,  
 Washington, D. C.  
 Hugh Everard Jackson, Jr.,  
 Richmond, Va.  
 Donald McGregor Jacobs,  
 Absecon, N. J.  
 Jack D. Jordan,  
 St. Louis Park, Minn.  
 Thomas Richard Jordan,  
 Maspeth, N. Y.  
 Charles Francis Juechter,  
 Union City, N. J.  
 Norval Stanley Julnes,  
 Seattle, Wash.  
 Lynden Underwood Kibler,  
 Yeadon, Pa.  
 John Louis Klenk,  
 Scottville, Mich.  
 John Louis Knabenschuh,  
 New Haven, Conn.  
 Arthur William Korfage,  
 Brooklyn, N. Y.  
 Gilbert Louis Kretsberg,  
 Bronx, N. Y.  
 Thomas E. Kristofferson,  
 Manistique, Mich.  
 Joseph Charles Lach,  
 Maplewood, N. J.  
 Richard Malcolm Lagner,  
 Glen Rock, N. J.  
 William Robert Lamb, Jr.,  
 Lakewood, Ohio.  
 William Alden Leach,  
 Adams, Mass.  
 Charles Stuart Legum,  
 Norfolk, Va.  
 Robert Gerald Lenz,  
 Woodside, L. I., N. Y.  
 Roy Leonard,  
 Brooklyn, N. Y.  
 John Alfred Linkletter,  
 New London, Conn.  
 Adrian Lorence Lonsdale,  
 Port Angeles, Wash.  
 James Hawley Crabbe Lowe,  
 Champaign, Ill.  
 William Thomas Marin,  
 New York, N. Y.  
 John Douglas Marschalk,  
 Takoma Park, Md.  
 James Philip Marsh, A/s 749-14-  
 00, U. S. N.,  
 Watertown, Mass.  
 John Gazzo Martinez,  
 Mattapan, Mass.  
 Donald Andrew Maslin,  
 Sharon, Pa.  
 James Edgerton McCartney,  
 Youngstown, Ohio.  
 Thomas Howard McGlaughlin,  
 Mt. Lebanon, Pittsburgh, Pa.  
 Robert Moore McIlwain,  
 Radnor, Pa.  
 Charles Sumner McIntyre,  
 Monroe, Mich.  
 Ferney Marvin McKibben,  
 Central Point, Oreg.  
 James Donald McWain,  
 Holcomb, N. Y.  
 Berry Lee Meaux,  
 Joliet, Ill.  
 Paul Edwin Meves,  
 Milwaukee, Wis.  
 John Pearson Mihlbauer,  
 Newport, R. I.  
 Wayne Alfred Morse,  
 San Francisco, Calif.  
 William Robert Nodell,  
 Woodhaven, L. I., N. Y.  
 Joseph James O'Rourke,  
 Brooklyn, N. Y.  
 Lawrence Joseph Otto,  
 Milwaukee, Wis.  
 Robert Louis Palmer,  
 Housatonic, Mass.  
 Harold Waldemar Parker, Jr.,  
 San Francisco, Calif.  
 Thomas Wolfe Pearlman,  
 Providence, R. I.  
 Richard Allen Phillips,  
 Piedmont, Calif.  
 Robert Neal Pierce,  
 Charleston, W. Va.  
 Clarence Haskell Potts,  
 Memphis, Tenn.  
 Rudolph Peter Ralbovsky II  
 Bronx, N. Y.  
 Gordon Edward Ramsey,  
 Greenville, Pa.  
 James Polk Randle,  
 Gonzales, Tex.  
 John Edward Reigelman, Green-  
 ville, Pa.  
 Arnold Ryther Reynolds, Flint,  
 Mich.  
 Harry B. Rich, Trenton, N. J.

Vincent William Richard, Jr., Great Barrington, Mass.  
 Joseph Angelo Rosa, Waterbury, Conn.  
 Allan Bruce Rose, Silver Spring, Md.  
 Hubert Edward Russell, Springfield, Mass.  
 Peter Dunham Scholl, Watertown, N. Y.  
 James Truman Semple, Washington, D. C.  
 Robert Allen Seufert, Nutley, N. J.  
 Kenneth Darrell Sill, Blue Island, Ill.  
 Robert Alvin Simmons, Centralia, Ill.  
 Jack Leonard Smith, San Mateo, Calif.  
 Benedict Louis Stabile, Brooklyn, N. Y.  
 Robert Claude Stanchiff, Independence, Kans.  
 Raymond Wilmer St. Eve, Belleville, Ill.  
 Thomas Henry Tatham, Jr., Bremerton, Wash.  
 Donald George Joseph Teifer, Trenton, Mich.  
 Frederic Joseph Thomas, Lowell, Mass.  
 Claude Richard Thompson, Dexter, Kans.  
 Frank Revell Thompson, Arlington, Va.  
 Richard Fowler Treviranus, Rothschild, Wis.  
 Robert Dudley Vanderminde, Granville, N. Y.  
 Sidney Boyd Vaughn, Jr., St. Petersburg, Fla.  
 Norman Charles Venzke, Baltimore, Md.  
 William Louis Webster, Rocky River, Ohio.  
 Stephen Peter Weintraub, Washington, D. C.  
 Lawrence Arnold White, Cambridge, Mass.  
 Roderick MacLeod White, Springfield, Mass.  
 Vance Vincent Wilson, Kankakee, Ill.  
 John Vanderveer Wiman, Madison, N. J.

James Randolph Wolcott III, Red Bank, N. J.  
 Edmond Bruce Wolff, Tariffville, Conn.  
 Raymond Harland Wood, Wilmington, Mass.  
 Robert Leslie Woodruff, Jr., Hasbrouck Heights, N. J.  
 John Brahm Malkewitz, Grand Rapids, Mich.  
 Richard Meredith Morse, Seattle, Wash.  
 John Maurice O'Connell, Turner Falls, Mass.  
 William Cedric Shanafelt, Seattle, Wash.  
 Jesse Gibson Williams, Pine Bluff, Ark.

#### PENDING RESULTS OF PHYSICAL EXAMINATION

Murray Alberts, Middleboro, Mass.  
 Charles J. Glass, Niagara Falls, N. Y.  
 Warren W. Waggett, Highland Park, Ill.

#### INFORMATION ON VOTING BY MILITARY PERSONNEL

Primary elections will be held during July, to and including October in the States listed below. Service personnel may vote in these elections and may use the postcard (USWBC Form No. 1 or Standard Form No. 76) as an application for an absentee ballot at any time, unless otherwise indicated in the table below. Only the information given below, regarding voting by all civilians overseas officially attached to and serving with the Coast Guard, has been furnished by the various States. In all States candidates for Congress are to be nominated and in some States candidates for State and local offices are to be nominated as indicated in the table.

Standard Form 76, Postcard Application for Ballot, is now available and will be distributed immediately to all commands.

State	Date of election	Officers to be nominated	Earliest date ballot will be mailed	Last day ballot will be received to be counted
Arkansas	30 July <sup>1 2</sup>	S. L.	2 May	30 July.
	13 August <sup>2 3</sup>	S. L.	2 May	13 August.
	6 August <sup>2 3</sup>	F.	18 April.	6 August.
Colorado	10 September <sup>6</sup>	F. S. L.	19 August	7 September.
Kansas	6 August <sup>4</sup>	F. S. L.	( <sup>4</sup> )	( <sup>4</sup> ).
Louisiana	10 September	F. S. L.	When printed	10 September.
	15 October <sup>10</sup>	F. S. L.	When printed	15 October.
Mississippi	27 August <sup>3</sup>	F. S.		27 August.
Missouri	6 August <sup>5</sup>	F. S. L.	30 May	7 August.
Oklahoma	23 July <sup>1</sup>	F. S. L.	12 July <sup>7</sup>	20 August.
Tennessee	1 August	F. S. L.	1 June	1 August.
Texas	27 July	F. S. L. <sup>11</sup>		23 July. <sup>3</sup>
	24 August <sup>1</sup>	F. S. L. <sup>11</sup>		20 August. <sup>3</sup>
Vermont	13 August <sup>9</sup>	F. S. L.	25 June	13 August.
Virginia	6 August <sup>5</sup>	F.	3 June	5 August.
West Virginia	6 August	F. S. L.	18 May <sup>7</sup>	6 August.
Wisconsin	13 August	F. S. L.	29 June	13 August.

F—Federal.

S—State.

L—Local.

<sup>1</sup> Democratic primary.

<sup>2</sup> Letter from qualified voter in armed forces to county clerk designating voter's choice for or against any proposal or measure, of his choice—first, second, third, etc.—for all candidates to be voted on for all offices will be counted the same as a ballot in the preferential primary and the run-off primary if acknowledged before a commissioned officer and sent within 60 days prior to the election.

<sup>3</sup> Run-off primary (if necessary).

<sup>4</sup> War ballot law applies only to general elections. Regular absent voting law permits registered persons to vote but application for a ballot must be made on special form filed by applicant, relative or friend.

<sup>5</sup> Only members of armed forces may vote absentee.

<sup>6</sup> Members of Merchant Marine, American Red Cross, Society of Friends, and United Service Organizations may also vote at this election.

<sup>7</sup> Approximate.<sup>8</sup> Must not be received by county clerk prior to 20 days before date of election.

<sup>9</sup> Members of any organizations in the field for aid and assistance to members of armed forces may use postcard and vote by absentee ballot.

<sup>10</sup> Second primary (if necessary).

<sup>11</sup> Members of armed forces or merchant marine may vote without payment of poll tax or holding of poll tax receipts. "Attached civilians" must pay poll tax. Members of regular Army, Navy or Marine Corps may not vote.

### COAST GUARD LEAGUE IS GROWING STEADILY AS A VETERANS ORGANIZATION

Covering as it does all sections of the country where the Coast Guard has conducted operations, the Coast Guard League is still increasing in size. There are at the present time 105 local chapters whose by-laws have been approved, and 10 additional chapters the applications of which are now pending. As of 15 July, the League had 10,986 active members, an increase of approximately 900 during the previous 30-day period.

#### CHAPTERS OF COAST GUARD LEAGUE ON JUNE 15

District	Number of chapters	Number of members
1	17	662
2 (St. Louis)	12	575

#### CHAPTERS OF COAST GUARD LEAGUE ON JUNE 15—Continued

District	Number of chapters	Number of members
3	4	165
4	23	1,783
5	2	229
6	2	154
7	6	809
8	2	130
9 (Cleveland)	16	899
10	1	136
11	9	325
12	6	3,066
13	2	931
14	1	30
17	1	9
Potomac River Naval Command	1	189
Total	105	10,032



Elections of district commanders of the Coast Guard League were held throughout the country during July. To date, Headquarters has been informed that the following have been elected for the coming year:

1st CG District  
Mr. Frederick B. Smith,  
92 Johnson Avenue,  
Winthrop, Mass.

2d CG District  
Mr. Robert A. Burns,  
c/o General Motors Acceptance  
Corp.,  
Heyburn Bldg.,  
Louisville, Ky.

4th CG District  
Lt. (jg) J. P. Henrie,  
4th CG Dist., 210 W. Washington  
Square,  
Philadelphia 6, Pa.

9th CG District  
Mr. Anthony J. Caliendo,  
CG Operating Base,  
610 S. Canal St.  
Chicago 7, Ill.

13th CG District  
Comdr. John Merrifield,  
Portland, Oreg.

The convention of the Coast Guard League Chapters in the Fourth Coast Guard District, held in Philadelphia on June 20, was presided over by Commander Amos J. Peaslee, USCGR (T), District League Commander. Sixty-eight delegates representing 21 chapters of the Fourth District were present. The principal matters discussed at this meeting were: The establishment of a Coast Guard volunteer reserve, legislation for the recognition of the Temporary Reservists, and plans for an intensive membership drive.

A resolution was submitted at the meeting to the effect that the League chapters of the Fourth Coast Guard District extend an invitation to the National body, through Washington Square Chapter Number 401, to hold the first annual convention of the League in Philadelphia on November 6, 7, and 8 of the present year. A district committee was appointed to consider the resolution and to consider ways and means to finance the convention.

### THIRD COAST GUARD DISTRICT FLOTILLAS HOLD ANNUAL RENDEZVOUS IN JULY

The Auxiliary flotillas of the Third Coast Guard District held their annual rendezvous at Northport, N. Y., on July 19, 20, and 21, with Rear Admiral

Smith and his staff and Capt. C. A. Anderson, national director of the Auxiliary, as guests. In addition to various water sports, drills, and a fleet review, those attending the rendezvous were invited to visit and inspect the nearby Eaton's Neck Coast Guard Station, including the Eaton's Neck Lighthouse.

An invitation to attend the rendezvous was extended to all Auxiliary flotillas in nearby waters, and a number of boats from the First and Fourth Coast Guard districts were present.

### CHANGES IN ASSIGNMENT

Rear Admiral E. G. Rose, Designated Chief, Office of Operations. Effective August 1, 1946.

Commodore Joseph E. Stika, From Alameda Group to Thirteenth Coast Guard District as Acting District Commander.

Captain John Rountree, from AP-114 to Commander Western Area for duty as Chief of Staff. Orders to Headquarters amended.

Captain C. H. Peterson, designated Chief, Aids to Navigation Division. Effective August 1, 1946.

Captain Eugene T. Osborne, from Commander, Third Coast Guard District to home pending retirement.

Captain Frederick G. Eastman, from Headquarters (temporary duty) to Seventh Coast Guard District as District Engineer.

Captain Carl H. Hilton, from Coast Guard Group, Key West, Fla., to home pending retirement.

Captain Walter E. Troll, from Eighth Coast Guard District to home pending retirement.

Captain Stephen H. Evans, from Coast Guard Training Station, Alameda, to Coast Guard Headquarters.

Captain William J. Austermann, from Coast Guard Training Station, Curtis Bay, Md., to Coast Guard Training Station, Mayport, Fla.

Captain William W. Kenner, from temporary duty Seventh Coast Guard District to Alameda Group as Commanding Officer.

Captain Miles H. Imlay, from Coast Guard Headquarters to home pending retirement.

Captain Carl E. Guisness, from Twelfth Coast Guard District (temporary duty) to Third Coast Guard District (temporary duty) and further assignment as Senior Merchant Marine Detail Officer, Manila, P. I.

- Captain Morris C. Jones, from Coast Guard Headquarters to Eleventh Coast Guard District (District Engineer).
- Captain Charles T. Henley, Jr., from Eleventh Coast Guard District to Eighth Coast Guard District. (Duty as District Engineer.)
- Captain Frank E. Pollio, from Coast Guard Headquarters to home pending retirement.
- Captain John F. Oettl, commission as an officer in CG Reserve terminated by reason of having reached maximum statutory age of 64 years.
- Captain H. E. Grogan, from St. George Base to home pending retirement.
- Captain Harold C. Moore, from Coast Guard Headquarters (Commandant's Office) to Coast Guard Headquarters (duty in Merchant Vessel Inspection Division).
- Commander Emette B. Smith, from Seventeenth Coast Guard District to home pending retirement.
- Commander Glenn L. Rollins, from Coast Guard Headquarters to Thirteenth Coast Guard District for duty as District Auxiliary Director.
- Commander Henry E. Solomon, from Eleventh Coast Guard District to Coast Guard Headquarters for duty in Office of Finance and Supply.
- Commander Frederick G. Wild, from Coast Guard Headquarters to Air Station, Port Angeles, Wash.
- Commander Herbert F. Walsh, from Separation Center No. 3 to C. G. C. *Pontchartrain*.
- Commander William P. Hawley, from Coast Guard Academy to Thirteenth Coast Guard District for temporary duty under USN Port director and further assignment in connection Advisor Ice Conditions.
- Commander Halmar J. Webb, from C. G. C. *Pontchartrain* to Coast Guard Headquarters for duty in Legal Division.
- Commander Clarence F. Edge, from Commander Greenland Patrol to home pending retirement.
- Commander Benjamin B. Sherry, from Alameda Training Station to Twelfth Coast Guard District.
- Commander William J. Couley, from Eighth Coast Guard District to Ninth Coast Guard District for duty as Auxiliary Director with station at Chicago, Ill.
- Commander Kenneth C. Tharp, from Merchant Marine Inspection, Los Angeles, to home pending retirement.
- Commander Richard E. Morell, from Headquarters to San Francisco duty as Captain of the Port, San Francisco.
- Commander Karl O. A. Zittel, from Eastern Area to Third Coast Guard District for duty (Auxiliary Director).
- Commander Searcy J. Lowry, from Fifth Coast Guard District to C. G. C. *Storis* as Commanding Officer.
- Commander Roswell G. Lamb, from Third Coast Guard District to home pending retirement.
- Commander Elmer E. Comstock, from Twelfth Coast Guard District to Thirteenth Coast Guard District for duty as Aids to Navigation Officer.
- Commander Robert S. Lecky, from 1st Coast Guard District to Coast Guard Repair Base, Woods Hole, Mass.
- Commander Kenneth S. Davis, from Coast Guard Repair Base, Woods Hole, Mass., to First Coast Guard District for duty as District Planning and Control Officer.
- Commander Frank K. Johnson, transfer to Twelfth Coast Guard District amended. Ordered to C. G. C. *Gresham* as Commanding Officer.
- Commander Wilfred C. Brocklehurst, from Fifth Coast Guard District to Eighth Coast Guard District.
- Commander James C. Wendland, from Separation Center, Detroit, to Ninth Coast Guard District as District Auxiliary Direction.
- Commander Victor F. Tydlacka, from Separation Center, Detroit to Mojave.
- Commander George R. Boyce, from C. G. C. *Taney* to Coast Guard Headquarters for duty in Administrative Management Division.
- Commander Philip A. Short, from Captain of the Port, New Orleans to home pending retirement.
- Commander Oliver F. McCLOW, from Coast Guard Headquarters to Third Coast Guard District as District Finance and Supply Officer.
- Commander Alexander Smith, from Coast Guard Headquarters to Eleventh Coast Guard District for duty as District Finance and Supply Officer.
- Commander Elden G. Wigle, from Southern Inspector to home pending retirement.
- Commander Arthur C. Morrill, from U. S. S. *Cepheus* (AKA-18) to C. G. C. *Dexter* for duty as commanding officer.
- Commander Garland Sponburgh, from Third Coast Guard District to Twelfth Coast Guard District for duty as Supply Officer.
- Commander William S. Donaldson, from Eighth Coast Guard District to Coast Guard Headquarters for duty in Merchant Marine Inspection Division.

## RETIREMENTS

Commander William I. Swanston, from Coast Guard Air Station Port Angeles, Wash., to Thirteenth Coast Guard District for duty as assistant District Operations Officer.

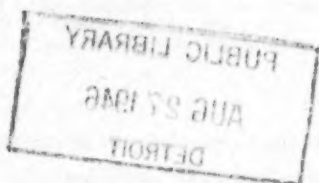
Commander Wilbur C. Hogan, transfer to Washington, D. C. amended. Ordered to First Coast Guard District for duty.

Commander A. F. Glaza, from Detroit Base to home pending retirement.

Commander Hollis M. Warner, from Alameda Training Station to *Klamath* as Commanding Officer.

Commander Harry A. Loughlin, Coast Guard Headquarters Office of Personnel, designated Assistant Chief.

Rear Admiral Wales A. Benham.	1 July 1946
Rear Admiral Roger C. Heimer.	Do.
Capt. Quentin R. Walsh.	1 June 1946
Capt. Edward C. Whitfield.	Do.
Capt. George W. Cairnes.	1 Aug. 1946
Capt. Charles E. Sugden.	Do.
Commander Noble G. Ricketts.	1 June 1946
Commander William H. Carroll.	1 Aug. 1946



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